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EDMONTON, ALBERTA, SATURDAY, NOVEMBER 8TH, 1884.

No. 2.

TELEGRAPHIC.

WINNIPEG, Nov. 6, 1884.

Returns up to last night give Cleveland, democratic candidate a majority in the election for president of the United States. But the election is not settled until the final recount is made, when, if his majority is not large he may be counted out as Tilden was eight years ago.

LOCAL.

ROADS muddy.
RABBITS plentiful.
SNOW nearly gone.
ICE still unfit to cross.
INDIAN summer weather.
COAL OIL market improving.
ICE on the river very rough.
SHORT days at this season in latitude 54.
SCHOOL HOUSE closed for repairs on Monday.

WEATHER prophets declare for an open winter.

RIVER ice turning dark on account of mild weather.

OGILVIE quotes patent process flour at \$3.05 at Calgary.

THRASHING is still in progress and will soon be completed.

J. COLEMAN arrived from Calgary on Friday evening of last week.

SEVERAL parties forded the river on horse back on Saturday last.

FREIGHTERS have been stuck on the south side for over a week past.

A BLACK bear was seen near Turnip lake, within three miles of town this week.

JUMPING deer were seen lately near Horse hill on the road to Ft. Saskatchewan.

AD. McPHERSON is expected in from Calgary shortly. He is now on his way.

E. Carey, of Norris & Carey left for Winnipeg on Saturday, fording the river at the Fort.

MAIL left on Thursday morning, the sacks being crossed in a canoe opposite M. Groat's place.

THE battery on the telegraph line at Elenor was taken off last week, and as a consequence the line works weakly.

C. STEWART, of J. A. McDougall & Co. and C. W. Sutter, of John Sinclair & Co. left by Thursday's stage for Winnipeg.

COPIES of the new North-West school ordinance, and of the complete ordinances of 1884, arrived by Monday's mail.

REV. RICHARD YOUNG was consecrated English church bishop of Athabasca in St. John's cathedral, Manitoba, on October 18th.

THE Canadian Dairyman, a new and excellent monthly published in Montreal, has raised its subscription price to \$1 a year.

A SERENADE given on Main street about one o'clock yesterday morning was more appreciated by the givers than the listeners.

AD. McPHERSON's carts arrived from the south on Wednesday with wire and insulators for the telephone line between Edmonton and St. Albert.

OUR Friday afternoon's despatches are missing, the wire, as usual, not being in working order on that particular day. Cause, warm weather.

POLES for the St. Albert telephone line are nearly all taken out, and the work of building the line will be proceeded with at once under W. McKay.

J. COTTON's survey party, which has been working near Whitefish lake this summer, crossed at Ft. Saskatchewan on Thursday on the way to Calgary.

THE Qu'Appelle Vidette, published at Qu'Appelle, Assiniboia, by Procter Bros., has entered the field. It is a twenty-column weekly; subscription \$2 a year.

It is said that Donald Todd, now confined in Ft. Saskatchewan as a dangerous lunatic, is perfectly sane. If this is the case a gross outrage is being perpetrated.

L. GRANDBOIS, of Ft. Saskatchewan, sold a few sacks of No. 1 club wheat to J. A. McDougall & Co. this week at \$1.50 a bushel. This is the first sale of the season.

THANKSGIVING day was observed by the H.B. store and several places of business up town being closed. Service was held in the forenoon in the Presbyterian church.

ICE was set in the river opposite town on Monday morning, but broke loose during the day. It set fast on Tuesday night, but there was still considerable open water.

REPORTED that Indian department buildings are to be erected at Edmonton, Victoria and Battle river next summer. The buildings will include dwellings for the agents.

A BALL and supper was given by Mr. and Mrs. Goodridge, of the Jasper House, last night as a welcome to A. Dawson on his release from the bastille at Ft. Saskatchewan.

THE survey of a road allowance across the property of M. Groat was made on Saturday and Monday last by Mr. Jellett of Clover Bar. Mr. Groat objected to the survey.

THE lower ferry scow has gone down to the lower settlement, where at last accounts, it was frozen in near the bank. The Clover Bar scow went down to Ft. Saskatchewan, where it was caught and tied up.

A PRIVATE letter from Winnipeg says that harvest was not over on October 19th, owing to continued wet weather, and that a considerable amount of grain was so badly bedded as to be worthless.

C. A. MAORATH, D. T. S., arrived from the country north of Victoria on Saturday last with his party. On Wednesday the party went to Ft. Saskatchewan, intending to cross the river there, as it was still open, on their way to Calgary.

ON Friday night last, some of the school boys, in celebration of Halloween, threw down part of the schoolhouse chimney, and broke several of the windows. It is a mistake to suppose that the nature of the eve hallows such actions as these.

SOME parties crossed the river on foot, opposite the Fort, on Friday morning, the first crossing on the ice of the season at this point. At Clover Bar people have been crossing on foot for a week, while at Ft. Saskatchewan the ferry scow is still running.

TWO men arrived from the south on Saturday with loads for Colman of Lac la Biche. They could not cross the goods. C. Stewart will forward them to Lac la Biche. They intend returning to the Pipestone, where they will start a stopping place.

THE election of a chief of the Stoney plain band of Crees which took place yesterday, resulted in favour of Enoch Lapotack, brother of the late chief. The candidates were Enoch Lapotack and Maminawata's son. The former received twenty and the latter ten votes.

DURING the greater part of the summer G. H. Winans has been experimenting with an incubator which he has invented, intending to go extensively into the chicken business if it proved a success. One night in the early part of the week, when some ten dozen eggs were in process of hatching, the machine took fire and was completely destroyed.

M. McLEOD, of Little Mountain, has a fair sample of fall wheat grown this year. It was sown on October 10th, '83, and, of course, grew none that fall. The grains are double as large as ordinary spring wheat, and the grain ripened somewhat earlier while the yield was heavy. He has also a sample of red fife wheat, which yielded 40 bushels to the acre.

ONE of the freighters who arrived on the south side on Wednesday, being unable to cross the river on the ice or in the canoe, took passage on the ferry cable which is suspended a considerable distance above the water. He made the trip without difficulty, slung in a rope depending from a pulley which ran on the cable.

A SNAKE was killed on Ross' grade on Thursday last by one of the boys. On account of the lateness of the season he had to produce the animal in proof that it was a bonafide serpent, and not one of those noventies which at times infest the boots of the gay and festive youth of our country. The sixth of November is pretty late for snakes in this northern latitude.

THE land office has received for distribution a number of pamphlets containing the surveyors' reports on the townships surveyed by them in the North-West. While the intention of the publication of the reports is excellent, and would, if they were accurate, serve a good purpose, it cannot be denied that the statements concerning the townships around Edmonton, whether literally correct or not, are most misleading, and shows how little dependence can be placed on these reports for a proper idea of a country. Except in regard to four townships of the colonization company's tract, the person unacquainted with the country who reads the reports will naturally wonder where amid the tamarac swamps and poplar and willow brush that is so elaborately dwelt upon, a population of two thousand could find room to show themselves. The Stoney plain has no existence in the reports.

SUBSCRIBERS to the BULLETIN will please note the fact that for the sum of \$2 they have been supplied six months in advance with information concerning Hudson's strait and bay which it has cost the federal government \$70,000 to procure. The report of the Neptune expedition merely repeats a part of the facts concerning the navigation, climate etc., given in the BULLETIN of the issues of last spring.

A. DAWSON was released from confinement at Ft. Saskatchewan on Wednesday last, having completed the term of imprisonment for which he was sentenced at last court by Judge Rouleau, in the anger business. A deputation of residents of Edmonton went down to Ft. Saskatchewan to escort him up, and on his arrival he was heartily congratulated by his old acquaintances, who did not consider any stigma attached to him on account of his having suffered from such a prosecution.

MAIL arrived on Monday evening in charge of M. McKinnon. He reports little or no snow south of Battle river, with two or three inches from that point in. Sloughs generally were frozen hard enough to bear. Red Deer and Battle rivers running ice, but no particular difficulty in crossing them. Left horses and rig on south side of the Saskatchewan and crossed the mail in a skiff through the floating ice. Business slow at Calgary. Flat cars coming down from the mountains generally covered with snow.

STURGEON river settlement is agitated on the question of the relative merits of two sites for a proposed bridge across the river. The bridge would accommodate settlers on the south side crossing to the north side for timber, while it would afford settlers on the north side access to and from their claims. The choice lies between the road allowances a mile and two miles west of the westerly line of range 24. The road runs through Turnip lake and strikes town on the Methodist mission property. A meeting is to be held to-day to decide the question. Assistance has been promised from the funds of the local government and by the colonization society.

OGILVIE's survey party arrived from the Landing on Thursday evening, returning east from their surveying trip down the Athabasca and up the Peace to Smoky river, then by Slave lake to the Landing. They arrived at the Landing on Wednesday, the 29th October, coming down with the ice all the way from Slave lake. They left the Landing on Saturday, accompanied by some of Colin Fraser's men returning home. Fraser and his party got into Slave river, where they were delayed by low water until the ice began to run, when believing him to be finally stuck, the men left. Ogilvie's party numbers five men. The man drowned in Long rapid on the Athabasca was named Samuel Rathwell, from near Ottawa, Ont. Magee, who it was at first reported was the man, was in the boat with him, but saved himself. Both men were powerful swimmers. The body was not found. Rathwell's place was supplied by a man from Ft. Chipewyan. There was a foot of snow at the landing when the party left.

John Cameron, reported in our last week's telegrams as having been shot in Winnipeg, was head teamster for Ogilvie & Co., he had a brother at Eagle river, C. P. R. east, and his parents reside at Crappo, P. E. I. On the night of Sunday, Oct. 26th, he, with four other mill hands, visited the house of one David Welsh, near Ogilvie's mill, Point Douglas. Welsh, also a mill hand, treated to whiskey, and all hands, including Welsh's alleged wife and a girl named McPherson, got drunk. Welsh's woman asserted that Cameron had insulted her, when a scuffle ensued. The quarrel was patched up and more whiskey drunk. Cameron and his companions then left, when Welsh followed them with a revolver in his hand, and when the group were about thirty yards from the house he fired at them. The shot struck Cameron on the right side under the arm pit, and he died in a few moments. The police were notified and took charge of the whole party. Welsh, when found, was lying drunk on the floor of his house. Up to Sunday night he had not become sober.

The Port Moody Gazette denies that the Pacific terminus of the C. P. R. is to be removed to Coal harbor. It claims that the report is got up by a ring of speculators interested in Coal harbor property, and has no other foundation.

The Maantrassan murder trials question is certain to be opened up. The suspicion of foul play on the part of the authorities is strengthened. Earl Spencer, lord lieutenant, may resign in consequence.

NEW ADVERTISEMENTS.

MORTGAGE SALE.—Under and by virtue of a power of sale contained in a certain mortgage to the British Canadian loan and investment company (limited) there will be offered for sale at public auction at Goodridge's hotel, Edmonton, on Saturday, the 15th day of November, instant, at two o'clock in the afternoon, by Geo. A. Blake, auctioneer, the following property, viz.: Lots numbers 87, 89 and 90 in block 1 and lots numbers 87 and 88 in block 3, all in the Hudson's Bay Company's reserve at Edmonton aforesaid. The property is situate close to the Methodist church, and on it are a new dwelling and other improvements. For further particulars apply to GEO. A. WATSON, vendor's solicitor. Dated this 8th day of November, 1884.

BUSINESS.

LIVERY, FEED, and SALE STABLE.
M. McCAULEY.

JAMES O'BRIEN & CO., wholesale clothiers, College buildings, Montreal, and Princess street Winnipeg.

X. ST. JEAN, cabinetmaker, begs to inform the public generally that he has returned from his trip east, and will be found at his usual place of business.

ROSS BROS., Tinsmiths, manufacturers of all kinds of tin, sheet iron and copper wares. Shop in new building next to J. A. McDougall & Co., Main street, Edmonton.

SANDERSON & LOOBY, General Blacksmiths. Horseshoeing a specialty. All kinds of repairing done neatly and quickly. Shop on Main street, Edmonton.

MISS ROSS, Milliner and Dressmaker. Bonnets, Costumes and Mantles made in the newest styles, at moderate prices. First street, lot 101, near Edmonton Hotel.

JAMES McDONALD, Builder and Contractor. Sash and doors on hand and made to order. Plans and estimates of buildings furnished. Everything done with neatness and despatch. Office and shop, Main st. Edmonton.

BANNATYNE & CO., successors to A. G. B. Bannatyne, Wholesale Grocers, and dealers in provisions, wines and liquors. Special attention given to packing goods for the North-West. 383 Main street, Winnipeg.—A. R. J. Bannatyne, Andrew Strang.

REAL ESTATE NOTICE.—Parties wishing to purchase lots or land in the "Robertson & McGillin property, lot 12, Edmonton," or in the "Macdonald & McLeod property, lot 14, Edmonton," or in the "Macdonald & Lamoureux property, in the city of Saskatchewan," must deal only with the undersigned or George A. Watson, or (as to said city of Saskatchewan property) with Francis or Joseph Lamoureux. Plans may be seen at the office of the undersigned or at that of George A. Watson, barrister, Edmonton. A. McDONALD & CO.

LIVERY, FEED, & SALE STABLE.—FT. SASKATCHEWAN MAIL & STAGELINE.—Good horses, good rigs, the best attention and moderate charges. Mail stage leaves Edmonton every alternate Tuesday morning, commencing June 17th, for Clover Bar and Fort Saskatchewan; returning leaves Fort Saskatchewan the following Wednesday morning; carrying passengers and express matter in connection with the Edmonton and Calgary Royal mail line. The undersigned are the Royal mail express agents at Edmonton and Fort Saskatchewan. JARVIS & STEWART.

EDMONTON AND CALGARY STAGE.—Making weekly trips between said points—leaves the Jasper house, Edmonton, at 9 and the steamboat dock at 9.30 o'clock every Monday morning, stopping at Peace hills, Battle river, Red Deer crossing and Willow creek, and arriving at Calgary on Friday. Returning, leaves Calgary Monday, stops at same places, and arrives at Edmonton on Friday. Fare each way \$25; 100 lbs baggage allowed. Express matter 10c per lb. Passengers arriving in Edmonton and wishing to go to St. Albert or Ft. Saskatchewan, will be forwarded to those places at a very moderate charge. Edmonton office in Jasper house; Calgary office in H. B. Co. store. D. McLEOD, proprietor.

THE EDMONTON BULLETIN is published every Saturday morning, at the office, Main street, Edmonton. Subscription—Two Dollars per annum. Advertising Rates—Standing advertisements, two dollars a line per annum; transient advertisements, ten cents a line for first insertion and five cents a line for each subsequent insertion; no advertisement inserted for less than One Dollar. FRANK OLIVER, Proprietor.

EDMONTON BULLETIN, NOV. 8, 1884.

The death of Peter Henderson, of the Nile expedition, will be as palatable to the Toronto World and News as the failure of a cotton mill to the Globe. We may look for a triumphant "I told you so."

The Winnipeg Commercial alludes to the present city council as "the old army of speculative loafers, loquacious idlers and pretentious deep beats." Good for the Commercial. Hit them again!

The Chinese have reconsidered their determination to go. They are piling up reinforcements and assuming the offensive in Tonquin. But some one will have to go, and the chances are now that it will be the French.

An attempt was made to Guiteau Cleveland, Democratic, and St. John, prohibition candidates for the presidency, lately. It is an open question whether the attempts were by bona fide Guiteaus or advertising agents of the candidates.

There seems to be quite a hanging boom in the Western and Southern of the United States. These lynchings, most of them thoroughly deserved, would not occur if constituted authority could be depended upon to meet out justice, for it cannot be supposed that any civilized people would prefer to take human life without rather than with process of law. How is it that in the land where government of the people, by the people, for the people is supposed to prevail, law is so far behind public opinion in the punishment of criminals.

The victories achieved by the friends of the Scott act in the eastern provinces are the more remarkable in view of the previous at least partial failure of the act to accomplish its purpose in the county of Halton. They must be taken, not as an endorsement of the act as it is, but of the prohibition principle, while the determined opposition of the sellers and makers of intoxicants—especially the latter—can only be accounted for on the same grounds. Every Scott act victory is a declaration that whiskey must go.

The annexation of Jamaica to Canada seems to be settled upon, at least by the respective governments of Jamaica, Canada and Britain. There does not appear to be any good reason why any Canadian papers should get into such a panic as they are at present on this subject. If the union is beneficial to Canada there is nothing to be said against it; if the contrary, there is no great probability that the half-million of colored people who compose the bulk of the population of the island would take forcible measures to compel Canada to remain annexed against her will.

Michipicoten, on the C. P. R. line, north shore of Lake Superior (Ont.), at last accounts was in the hands of a drunken mob from which magistrates had to flee for their lives, while a force of Toronto police had been found insufficient to quell the disturbance. At Golden City, on the same railway line, in the heart of the mountains of British Columbia, thousands of men, certainly not drawn from the most law-abiding classes, are at work along the line. Life and property are as safe as in Toronto, and respect for the law is as great or greater. Whence the difference in the condition of affairs in the two places. The only answer that can be given is that prohibition is enforced and law upheld at Golden City by the mounted police, while at Michipicoten they are not.

Contradictory reports concerning the Canadian voyageurs come from Egypt. According to one Wolseley is charmed with them and their skill excites general admiration, while according to another they are unruly, refuse to obey their officers and hinder rather than help the expedition. The latter report, however, is officially denied. It is quite probable that both are partly true. There can be no doubt as to the skill of the Ottawa lumbermen in river navigation, although some of the Winnipeg contingent might not show to advantage; while it is more than probable that they would unanimously and emphatically reject advice or instruction from a la-de-da officer with an eye-glass who knew no more about tracking up or running down a rapid than he did about the book of Mormon. And small blame to them. Rapids cannot be run by Aldershot rules. The voyageurs went out to work at their own trade and to instruct others in it, not to be taught. If the Britishers want the use of the voyageurs they will just have to get used to them.

HUDSON'S BAY ROUTE.

The Hudson's Bay expedition of the Canadian government, fitted out last spring at a cost of \$70,000, to explore the straits and bay, establish meteorological stations and report upon the navigation, has returned. The formal report has not been made public as yet, but the substance of what that report will be is known, and comments upon it are in order. Eastern journals have with remarkable unanimity come to the conclusion that the expedition has added little or nothing to the information already possessed—that what is the experience one season is no guide to what will occur during the next. When the expedition was first spoken of and fitted out this was the objection urged against it by those who favored the route, but inasmuch as the object was to discover that the route was impracticable rather than practicable, or in any case to delay agitation, the expedition was organized and sent. The Neptune's trip, has, if it has done anything, merely substantiated what was known already through hundreds of trips of traders and whalers during a period of nearly 200 years, namely that the straits were sometimes open and sometimes closed by ice, while the navigation of the bay was generally good.

But these papers, besides drawing the above mentioned conclusion, which is substantially correct, have drawn others which are entirely gratuitous, being warranted by nothing except the fancy of the writers. Perhaps the most remarkable of these is that the question of navigability must be settled, not by the experience of the best or average years, but of the worst. They also conclude that the experience of the Neptune showed that the strait was only practicable for one round trip this season, and therefore of no value as a shipping route, while the fact of her striking sunken rocks in attempting to land on Resolution Island showed that the navigation was dangerous at any time; and also that unless there is assured navigation for over four months the route is useless for commercial purposes.

The observations taken at Nottingham Island are sufficient evidence that the object of the expedition was to show that the route is impracticable. The remarks made relate entirely to the ice and its movements instead of to the probable chance of a vessel making its way through the straits, to which, with all due deference, the observer should have directed his powers, or at least given a little of that attention which he lavished so freely on the ice. What those interested in the route want to know is not the amount of ice near or far off, but the amount of open water—not so much the difficulties as the possibilities of getting through.

The bias giving rise to the idea that the route is to be judged by its worst seasons is so evident as not to require comment, and what motive can have caused such an eminently silly proposition to be stated is a puzzle. Surely the climate and conditions of Hudson's bay and straits are to be judged as those of other places are, by their average and not by either their best or worst seasons. If the average is high so much the better, if low so much the worse. One swallow does not make a summer nor one iceberg a winter. The opening of the Hudson's bay route will not necessarily close those by Montreal or New York. Its great use will be as an alternative or competing route. Supposing it to be absolutely closed every second year, how would that prevent it being of benefit during the alternate seasons? Whether the route will be of use or not depends not so much on the length of time during which it can be used in each year as upon the profit to be made in the use of it for a time however short.

As to the statement that because only one round trip could have been made this season therefore the route would have been of no practical value. In the first place there is nothing to show that only one round trip could have been made. The Neptune went into and came out of the bay at leisure, being somewhat incumbered on the inward trip by ice, but there is no reason to suppose that she could not have entered much earlier and left much later than she did. Even as it was there was time enough spent in the bay and straits to have allowed of two round trips between Churchill and Liverpool at the rate

made by steamers now crossing the Atlantic. But supposing only one trip could have been made with certainty and safety, there are vessels enough on the Atlantic to move the crop of the North West at one trip if necessary. And supposing navigation to be good there does not appear to be any valid reason why they would not take the trip if cargoes and rates suited. As business has been in their line this summer they would probably have gladly welcomed the chance. It would surely have been preferable to carrying ballast from one side of the ocean to the other and back again, as many of them were said to be doing.

So far from showing that sunken rocks exist in the ordinary path of vessels in the straits, the Neptune's voyage showed as clearly as it showed anything that these did not exist. The fact that rocks were struck in attempting to land on an out-of-the-way island is scarcely proof of dangers in a channel 45 miles wide. Those advancing such a circumstance as proof must be hard up for an argument.

That the route is open for the greater part of July, August, September and October is more than probable, but that it is never entirely clear for the whole of these months is perfectly certain, while it is just as certain that it does not require to be to answer a very useful purpose to the North-West. If vessels can safely make one round trip a year—and after the voyage of the Neptune surely no one will deny the certainty of this—with a railroad from the fertile regions of the North-West to Churchill, the route would be of considerable advantage to the North-West, inasmuch as its principal trade for the year could be done by this trip; which advantage would be greater according to the longer time during which it might be practicable. If one month's navigation is established as a certainty the case of the advocates of a Hudson's Bay railway is made out, and a sufficient reason exists why it should be built, while every week longer of navigation increases the reason for the railway.

One other point may be briefly alluded to. It is now thoroughly established that the ice which at times obstructs the straits, is not owing to local causes—to either the climate or latitude of the straits or bay. In deed it is clearly proven that with a tidal rise of 35 feet and a current of five miles an hour, were there nothing but local ice to contend against, the straits would probably be navigable all or nearly all the year round. The ice which causes the obstruction is from the Arctic, and drifts south into the northern part of the bay by Fox channel, and finally makes its exit into the Atlantic by means of the straits, the strong tidal current drawing it there. The straits then are closed or open according to the flow of this ice, and the causes which may delay it on its course. of ice in September it does not follow that they might not have been clear in July or June. And in any case it is clearly proven so that although they may be packed full that whatever ice packs might be in the straits at any time during the summer months are only there temporarily, and are broken up and taken out to sea sooner or later by wind and tide.

The most valid objection against the Hudson's bay as a wheat exporting route is that but little grain could be marketed in the year of its growth, which would necessitate immense elevator capacity and paying interest on the value of the crop for half a year. But in any case the Port Arthur or Montreal route, is open to the same objection to nearly as great an extent, the only question is will the cheaper carriage pay for the longer holding. As the cheaper carriage by way of Montreal pays for holding over rather than shipping at once by New York, so the still cheaper carriage by way of Churchill would pay for the little time of holding over longer than by way of Montreal. Most calculations as to cost of carriage by way of Hudson's bay have been made taking Winnipeg as a starting point, but it must be remembered that Winnipeg is the point of all the western port of Manitoba or the North-West, which would have the least advantage in the matter of distance in a Hudson's bay over a Thunder bay route. The greater the distance west and north the greater the advantage in favor of a Hudson's bay route would be, until from Edmonton, Churchill is

as near as Winnipeg, and from Peace river it is much nearer. In this connection it may be noticed that the later in the season, before the final freeze up, the clearer the strait is of ice.

It is a well known fact that the original lines of trade and travel are the ones always followed. The North-West was discovered by way of Hudson's bay, its trade was carried on for over a hundred years by way of the bay, and there has no reason yet been brought forward even by this expedition, apparently sent out expressly to find out some such reason, why with modern inventions to supply increased modern requirements, it should not continue to follow the same—its natural—route. That eastern papers are at the pains to misrepresent this route shows they are afraid of its being successful, and is the best evidence they could give as to their belief in its practicability.

AUCTION SALE OF

FARM STOCK AND IMPLEMENTS.

FR. SASKATCHEWAN,

TUESDAY, NOV. 25th,

- 4 Milk Cows (in Calf)
- 3 Heifers (in Calf)
- 3 Steers (yearlings)
- 5 Calves (spring)
- 1 Breaking Plow
- 1 set Iron Harrows
- 1 wooden Roller, ironed
- 1 set Bob Sleighs
- 2 set Single Harness
- 1 Cutter
- 1 Buckboard

And a number of other articles.

TERMS—Amounts under \$15, Cash; over \$15 and under \$50, six months time; over \$50, twelve months, on approved joint notes bearing interest at 10 per cent.

G. A. BLAKE,
Auctioneer.

NEW WATCHMAKERS.

Gold and Silver Watches, Clocks, Jewellery, Spectacles, Gold Pens, etc.

Watches sent by stage driver to be repaired will be done at once and returned.

Satisfaction guaranteed every time.

McINTYRE & DAVIDSON,

Opposite Post Office,

CALGARY.

GO TO

JOHN SINCLAIR & CO.

For your

- Overcoats,
- Woollen Shirts,
- Cardigan Jackets,
- Boots and Shoes,
- Hardware,
- House Paint,
- Scotch and Canadian Tweeds,
- Ready-Made Clothing,
- Woollen Underclothing,
- Wool and Leather Mitts,
- Moccasins,
- Groceries,
- White and Gray Blankets,
- Knitting yarn,

And all kinds of Fancy Goods at Reduced Prices.

More Goods to arrive shortly.

JOHN SINCLAIR & CO

BEARS' HILL.

Special Correspondence.

On the 6th of October Indian Agent Anderson unfurled the Union Jack in the largest Indian camp ever assembled at Bears' Hill, and unfolding his pay sheets began the work of distributing annuities to some 700 Indians. It was indeed a promiscuous crowd. There were the three head chiefs of the Bears' hill reserves with their respective bands marshalled in groups. There was a small band of the "Plain Crees," principally belonging to Big Bear, under the triple tutelage of Woodpecker, Going through the Ice, and Big Bear's son and heir, which three pretenders to authority are naturally jealous of one another. There were stragglers from Calgary who had been absent for two, three, and four years. There was a small band of Salteaux all the way from Qu'Appelle under the chieftanship of Thunder. There were half-breeds from all directions, and there were twelve stores opened for the accommodation of the Indians, by different parties whom the great magnetic power, the almighty dollar, drew to the scene. The payments were made with the best order and satisfaction, and in a couple of days the Indians, before so ragged, had sacrificed their shabby garments to the winds and donned apparel variegated by every shade of the rainbow, with which the willing merchants had furnished them in exchange for the "soniyaw." During the performance the greatest hilarity prevailed, and the "bands" having met in such large numbers with their stomachs comforted and their limbs protected, enjoyed themselves in many ways after the "old style" reminiscences of bygone days. The new comers, just fresh from their nomadic tour south contributed not a little to revive old habits momentarily amongst their more civilized and domesticated brethren, such as besmearing their faces with paint, gambling, tea dancing, and even stealing, etc. Such is the influence of bad company even amongst Indians. During this important treaty payment about 700 Indians received annuities, amounting to some \$5,400.

But the great event which held this large camp together for several days after the payments was the expected arrival of His Honor Lieut. Governor Dewdney in his capacity of Indian Commissioner. Reports were rife amongst the Indians that he would visit them and settle all their difficulties this fall. Whatever doubt remained on this point was dissipated on the arrival of assistant commissioner Reid in camp, who assured the Indians that his honor was already on his way from Regina for Edmonton. Finally, on the 11th, the long looked for "Big Chief" rolled into camp, to the great delight of all the Indians, old and young. The 13th was the most important day for them since the conclusion of the treaty in 1876. At an early hour the whole camp was astir, awakened by a fusillade from several lodges of each band announcing the importance of the occasion. A shelter had been erected by the Indians for the meeting. At 9 o'clock a.m. the chiefs marshalled their "hundreds" in the centre of the camp, all dressed in their finest regalia, with banners flying, painted faces, drums beating the "common time" of thirds, fifths and octaves of the Indian "plain chant," whilst with measured and ostentatious step they wended their way to where His Honor was enthroned on a buffalo robe, awaiting their pleasure. In this display, contrary to Indian customs, the gun was left out, they having no ammunition to throw away. Chief Samson opened the proceedings by an eloquent speech, recapitulating the transactions of the first treaty: what the Indians had expected from that important bargain between themselves and the government, and how they had been disappointed. Each chief, minor chief, and other good speaker followed suit, each one having something different to say, some fresh grievance to detail. The whole ground of their situation, both collectively and individually, was gone over—nothing was forgotten. Their letter to Ottawa was touched on, their difficulties with the agents were freely discussed. Their hopes, their desires, their privations, everything pertaining to their situation was lucidly expounded to the consideration of the one man who could now heal all their old sores. During all this talk, which lasted until 11 o'clock p.m., his honor took notes and answered questions. It may be said that never in this part of the North West was there such an important, and at the same time satisfactory meeting. The Indians themselves were astonished by the patience and benignity with which the governor listened to their importunities and the more than generous way in which he met their demands. His honor has left amongst these people an impression which it is to be hoped nothing shall ever contribute to efface. He has given them now the means of becoming in a short time self supporting, and it is certain that many of them will take advantage of this. One very important measure is that his honor has divided the agency into three. Mr. Lucas is now agent at Bears' Hill, independent of Edmonton, and, indeed, according to the testimony of the Indians, he is worthy of the position. Another di-

vision of the agency is to be at Victoria, whilst the third division is Edmonton and vicinity.

Some of the principal things accorded to Indians of the Bears' hill reserve by the lieutenant-governor are: To each of the three chiefs, Bob Tail, Samson and Erminskin, one pair of work oxen with harness, plow and harrow for his own special use, as a reward for having remained steadily at work on the reserve. A few pairs of work oxen to be given to the most worthy and best workers. Twenty head of work oxen for general use, some cows, plows and harrows, etc. Also his honor returned money retained from the Indians in 1883 for supplies received from the H. B. Co. All these things, with an increase of the provision supply for the needy, more ammunition, net twine, fish hooks snaring wire, etc., have made the Indians feel happy and grateful.

C. S.

THE NEPTUNE'S TRIP.

Lieut. Gordon, commander of the H. B. expedition, with Dr. R. Bell, W. W. Fox and C. R. Tuttle, secretary of the expedition, arrived at Halifax on Oct. 16th, from St. John, Newfoundland. The expedition left Halifax in the steamer Neptune on the 22nd July, and reached the entrance of Hudson's straits on August 5th, several ports having been called at on the way. The straits are forty-five miles wide at the mouth, with a tide running at four to five miles an hour near the shore, but not so rapidly near the centre of the strait. A station was established at Cape Chidley, the south point of the entrance, where large numbers of cod were caught. An attempt was made to land on Resolution Island, on the north side, going in and coming out, but both attempts were unsuccessful. On the last attempt the vessel was injured by sunken rocks. A second station was established at North Bluff, on the north side of the strait about half way through. The first ice was encountered here, but the passage was effected without any delay in consequence. Leaving North Bluff the Neptune anchored at the entrance of Prince of Wales sound, sixty miles distant, on the south shore. The third station was erected here. Ice was met coming to and leaving Prince of Wales sound. Nottingham Island, near the entrance of Hudson's bay, was next visited, and a fair harbour, where a fort named De Boucherville once stood, was found. Esquimaux were seen at other points where the steamer called but not here. Mansfield Island, inside the bay and Southampton Island, north-west of Mansfield, were coasted around, but no harbours found, the shores being low. The Neptune then went to Marble Island, where the United States whalers winter. The harbor at Marble Island is landlocked, but only three quarters of a mile long. Churchill, was next visited and then York Factory, from which point the steamer started for home on Sept. 12th. At the entrance to the straits on Digby's Island, the next station was established. In the strait the ordinary compass was of no service on account of local influences.

The Winnipeg Times publishes an account by no means as favourable as the foregoing. It says that the records kept show that the bay is navigable for half the year, but that the navigation of the strait is always attended by delay and danger from fogs and packs, and that in some seasons it is almost impassable. The Neptune entered the straits on August 5th. Owing to snow storms, fogs and vast fields of floating ice, she failed to make Resolution Island. At Digby Island the shore ice extended a mile out, while fogs swept past in the open water. On the 16th the vessel went from Digby Island to Prince of Wales sound, and remained there until the 22nd, a heavy gale with snow prevailing all the time, and the sea being filled with fogs. The vessel then went to Nottingham Island, at the mouth of Fox channel, which connects the bay and straits direct with the Arctic ocean. The ice extended across the west entrance of the strait to Cape Wolstenholme, on the south shore, looking up four vessels. Here the Neptune broke her screw. After getting clear of this ice she entered the bay and saw no more ice nor bad weather. The return trip was unobstructed and without accident except in the attempt to land on Resolution Island, when sunken rocks were struck. The mouth of Churchill harbor is open all the year round. The river freezes about the middle of November and opens in the latter end of June. The tide and wind crowd vast quantities of ice into the entrance of the harbor and again carry it out to sea. The entrance to the harbor can be easily made in clear weather, but becomes would be necessary in misty weather. The shores of the bay are low and full of shoals. No vessel could have made more than one round trip this season, but there may be four months of navigation another season. But that will avail nothing. It is manifest that the feasibility of the route depends on the measure of practicality it possesses in the worst seasons. The meteorological record kept by the observatory established on Nottingham Island, extending from Sept. 1st to Sept. 20th is as follows: 1st, strait packed with ice; 2nd, misty, ice

same as yesterday; 3rd, fine, strait filled with ice, geese; 4th, rain, strait full of ice; 5th, rain, strait clear of ice; 6th, rain, very little ice; 7th, rain, strait clear of ice; 8th, foggy, full of ice to south-east; 9th, full of ice in every direction; 10th, immense quantities of ice towards Southampton; 11th, no change in ice; 12th, light snow, strait towards Wolstenholme quite free; 13th, strait clear; 14th, very little ice; 15th, strait to the east covered with ice; 16th, strait full of ice; 17th, fine, harbor packed with ice; 18th, overcast, ice opening; 19th, snow, no ice in strait; 20th, misty, ice towards Wolstenholme.

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NOTICES.

LOST.—The person who lost a cow sometime in April last may hear of her whereabouts on leaving a description of the animal at the BUTLER'S office and paying for this advertisement.

LOST.—A Bay Pony, having a white mark on the face and one white foot, branded "A. S." on shoulder. Finder will be suitably rewarded on leaving the animal at St. Joachim mission house, Edmonton.

NOTICE.—The undersigned has now for sale the boat, boiler and engine of the Goldpan, now lying at Pointe Pece, together with ropes, blocks, pitch, oakum, portable forge, blacksmith's tools, iron (round and bar) etc., etc. Terms cash. STUART D MULKINS. Edmonton, Oct 11th, 1884.

ROYAL MAIL AND STAGE LINE making fortnightly trips between Calgary and Edmonton. Stage leaves Calgary on Thursday morning June 12th and every alternate Thursday following until further notice. Makes close connection with the C.P.R. train leaving Winnipeg on the previous Monday morning. Leaves Edmonton Thursday morning June 19th and each alternate Thursday following. All express matter addressed in care of the undersigned will be forwarded without delay, and the advance charges paid by us. Rates, 10 cts. a pound from Calgary. LEESON & SCOTT, mail contractors, Calgary.

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PUBLIC NOTICE.—Clause 122 of the Dominion Lands Act of 1883, 46 Victoria, chapter 17, enacts as follows: If any person knowingly and wilfully pulls down, defaces, alters or removes any mound, post or monument, erected, planted or placed in any original survey under the provisions of this act, or under the authority of any order in council, such person shall be deemed guilty of felony and shall be punishable accordingly; and if any person knowingly and wilfully defaces, alters, or removes any other mound or land-mark, post or monument placed by any Dominion Lands Surveyor to mark any limit boundary or angle at any township, section, or other legal subdivision, lot, or parcel of land in Manitoba or the North-West Territories, such person shall be deemed guilty of a misdemeanor, and being convicted thereof before any competent court, shall be liable to be punished by fine or imprisonment or both, at the discretion of such court—such fine not to exceed one hundred dollars, and such imprisonment not to be for a longer period than three months, without any prejudice to any civil remedy which any party may have against such offender or offenders for damages occasioned by reason of such offence. Any person transgressing this provision of the law will be prosecuted with the utmost rigor.—D. L. MACPHERSON, Minister of the Interior.

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GENERAL NEWS.
Ontario Legislature meets Jan. 27th.
A. M. Sullivan, the Irish agitator, is dead.
The French are sending 12,000 men to Tonquin.
Ontario farmers complain that North-West wheat is very dirty.
The Winnipeg Commercial crusades against depreciated silver currency.
Calgary expects an immigration from the county of York, Ont., next season.
Rumored that Gordon Brown will soon take charge of the Montreal Herald.
A runaway occurred on the Tunnel mountain grade, P. R. west, on Oct. 7th.
Notice of the intended incorporation of Calgary is given. G. Murdoch is out for mayor.
A mother and child were burned to death by a prairie fire near Jamestown, Dakota, recently.
The Toronto Mail condemns bonus hunting railway companies. The Mail is also having a lucid spell.
The Victoria British Colonist says that Asiatic trade depends upon the Chinese remaining on the Pacific coast.
James Campbell & Sons, Toronto, book publishers, and Barber Bros., Streetsville, woollen manufacturers, have failed.
The Duke of Cumberland is heir to the marck of Brunswick, in Germany, but Bismarck will not allow him to assume his rights.
A new white metal of considerable value is said to have been accidentally discovered in the furnace clay in the Lheigh valley, Pennsylvania.
Albert Hovey, of Orillia, Ont., is accused of murdering his wife because she refused to sign away her dower in a piece of property which he wanted to dispose of.
Otto Kluge, D. L. S., has returned to Winnipeg from a survey of the Nelson river to Hudson's Bay. He reports the lower part of the river unfit for navigation.
William Hancock took laudanum and blew out the gas in the Albion hotel, Toronto, recently, determined to end his life. He was found when unconscious but still alive.
Madame Houtel was sentenced to be hanged in Quebec City on Dec. 20th, for poisoning a woman at Bale St. Paul. The motive was intimacy with deceased husband.
The Ottawa Sun says that Collingwood Schreiber, government engineer, has been sentenced to the grade on the C. P. R. at Mount Stephen, and at other points on the line in British Columbia.
It turns out that the man Baird, announced some time ago as having murdered a Nebraska man named Percival and one Geo. Furnival, was instead himself murdered by and made good his escape.
A drunken man on a moving train in Tennessee attacked a man named Hudehead with a knife, cutting him about the head and giving him out of the car. When the man reform he stabbed him in the bowels and threw him off the train. He was taken up nearly dead. The murderer was not arrested.
The Great company has raised the necessary funds to construct a railroad from Medicine Hat to the coast banks, 17 miles, and will finally work in the spring. They intend further to work to Fort McLeod, 27 miles. The federal government has made a grant of 2,000 acres of land per mile to this road. It is to be narrow gauge.
A son of George Rex, of Bass lake, near Ottawa, fell into the cylinder of a threshing machine working on his father's place, and was literally made mince meat.
Miss Wright, of Barrie, Ont., starved herself to death lately. When found she had in the room with her a pan of flour, a lot of candles, and eight sovereigns securely sewed up, besides eight dollars in loose cash.
Michigan harbor, Ont., on the North shore of Lake Superior, has been in the hands of a gang of roughs since Oct. 16th. They declared open war on the magistrate and C. R. officer, and shot and wounded two constables. A draft from the Toronto police was sent up to enforce order, and the roughs were reinforced from Peninsular shore, another point on the north shore.
Egyptian news says that a steamer from Khartoum has suffered the same fate as that of Col. Stewart—ran aground and the passengers were massacred. It was not known whether the massacre was the work of Abyssinians giving trouble and the rebellion means of transport have broken down; no further likely take place until November. There is no late news from Gordon. It is reported that Col. Stewart was not massacred yet authorized the advance on Khartoum, and will not until the return of Lord Northbrook from Egypt.

The British parliament met on Oct. 23rd to pass the franchise bill. The lords have agreed to let the bill pass a second reading, and then insert a clause staying its action until a redistribution bill has been passed.

METEOROLOGICAL.
Weather report for week ending Friday evening, Nov. 7th, 1884. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max	Min.
Saturday,	37	23
Sunday,	31	14
Monday,	37	6
Tuesday,	45	14
Wednesday,	50	31
Thursday,	51	24
Friday,	49	34

Barometer rising, 27.490.

HOTELS.
GERALDHOUSE, Calgary, opposite C.P.R. depot—first-class accommodation—head-quarters for Edmonton travelers. A. R. Gerald, formerly of Farmers' House, Winnipeg, Proprietor.

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CHURCHES.
CHURCH OF ENGLAND.—Hours of Sunday service: All-Saints 11 a.m., St. Michael's 6.30 p.m. W.N.

ST. JOACHIM'S, R. C. CHURCH, Edmonton.—Mass at 10 a.m. every Sunday. Sermon in English and Cree. Afternoon services at 3 o'clock. H. GRANDIN, O.M.I.

METHODIST CHURCH OF CANADA.
J. H. Howard, Pastor. Hours of service, 11 a.m. and 7.00 p.m. Sabbath school, 2.30 p.m. Prayer meeting and lecture, Wednesday evening at 7 p.m.

EDMONTON PRESBYTERIAN CHURCH.
Pastor—the Rev. Andrew B. Baird, M.A., B.D. Sabbath services, 11 a.m. and 7.00 p.m. Sabbath school at 2.30 p.m. Services at other points during the present year will be held as follows: Belmont, Nov. 2, 16 and 30 and Dec. 14 and 28 at 2.30 p.m. Clover Bar, Nov. 23 and Dec. 21 at 2.30 p.m. Sturgeon river, Nov. 9 and Dec. 7 at 3 p.m. Ft. Saskatchewan, Nov. 16 and December 14 at 10.30 a.m. No morning service in Edmonton on the days on which service is held at Ft. Saskatchewan.

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D. R. H. C. WILSON, Physician & Surgeon. Office first building west of school house, block 6, H.B.Co. reserve, Edmonton.
JOSEPH V. KILDAHL, Solicitor of the High Court of Judicature in Ireland. Temporary office—Ross' hotel, Edmonton.
MARRIAGE LICENSES—Marriage Licenses can be obtained available for use by any minister on application to the Rev'd Canon Newton at All Saints church, or the Helmitage.
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